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Germans Storm Russian
Defences in Galicia

London, Nov. 4.—Severe battles are being fought south of Erzerum, in Galicia, in the neighborhood of the villages of Michishov and Lipnicodol, where the Germans, after a violent bombardment with heavy artillery, launched an attack with considerable forces.

The Russian War Office admits that the German troops occupied part of the advanced Russian trenches on the heights east of Lipnicodol. Continuation of the German successes on the Narayuvka, in Galicia, is claimed from Berlin.

The Berlin official report says: "Army Group of Prince Leopold. Our successes on the left bank of the Narayuvka were increased by the storming of additional portions of the Russian main positions southwest of Fole-Kraznoselene."

92 DEAD, 2 SAVED, NEW BARALONG
IN SHIP CRASH CASE IS CHARGED

Two Steamers in Collision
in Irish Sea Go Down
in Gale

Belfast, Nov. 4.—Off Carlingford Lough, an inlet on the Irish coast between the counties of Down and Louth, the stormy sea is spouting and smoking over a lump of wreckage. In fishermen's cottages on the shore lie two men, more dead than alive. They are all who live of the ninety-four sailors and passengers of the steamers Retriever and Connemara. The rest lie beneath the black wave-swept mound off shore that marks the spot where the two ships, stern driven, met bow to bow and sank.

The Connemara was the property of the London & Northwestern Railway. She carried fifty passengers and a crew of thirty-one. Of the passengers one was washed ashore, alive. Of the crew none was seen.

The Retriever was owned by the West Coast of America Telegraph Company, of London. There were thirteen in her crew. One is alive.

Gale Swept Irish Sea
A mighty gale swept the Irish Sea last night. Sailors of the coast say that the wind was never stronger nor the sea higher. Nevertheless, toward evening the Connemara put out from Greener, Ireland, for her regular run to Holyhead, Wales. Beside her human freight, she carried a herd of cattle between decks. Some of these came ashore at Carlingford Lough, alive.

As darkness fell the Retriever, a much smaller vessel, came staggering down the coast, hammered by wind and sea and trying to fight her way into Greener. Blinded by flying spray and deafened by the noise of the wind, neither crew saw the other ship until the vessels met, head on.

There was no time to launch boats. Nor would it have been of use to try. They would have been broken to bits by the time they were swung out. Before the two ships could fall away after the first crash the waves caught them up, rolled them over and bore them down.

No Attempt at Rescue
How the two men who finally were thrown ashore reached there alive no one can tell. Their mates must have died quickly in the black turmoil of wind and water. There was no attempt at rescue from the shore. No boat could be launched, and the wreckage lay too far out for any other lifesaving device.

The sea, which hacks and tears at the wreck, is bringing bits of it ashore along the coast, and some bodies, most of these battered beyond recognition. To-night the waves are still heavy, and are coming and washing high over what remains of the two vessels.

It is said that the Retriever was carrying coal. She was a small ship, 190 feet in length and of 674 tons. She was built at Goole, England, in 1909.

The Connemara was a larger vessel, and older. Her length was 272 feet and her displacement 1,106 tons. The vessel seldom carried a large passenger, and it is probable that all the passengers who perished on her were humble Irish and English folk.

Caruso Aids Italian Bazaar

Enrico Caruso was the centre of attraction yesterday at the Italian bazaar in the Grand Central Palace. The tenor was escorted from booth to booth by Arturo Di Piero, secretary of the Italian Relief Committee, and a squad of policemen.

Caruso autographed pictures of himself, cartoons he had drawn and various other articles to be auctioned. He heard himself sing on a phonograph and even took a peek at the performing insects in the flea circus.

Berlin Says British Sank
U-Boat and Tried to
Kill Crew

Berlin, Nov. 4 (by wireless to Sayville).—The German Admiralty has given out details of what is characterized as a second Baralong case, in which a British patrol ship, flying American colors, destroyed submarine U-41, and deliberately ran down a rowboat with the two survivors of the submarine in an endeavor to remove the only witnesses.

Great Britain, it is charged, has since prevented the intended victims, who were almost miraculously saved, from communicating the news to their own government.

Occurred a Year Ago

The incident, according to the Admiralty, occurred on September 24, 1915, and has only just been learned through an invalid prisoner transferred to Switzerland. The submarine, according to the Admiralty account, in the neighborhood of the Scilly Isles, had halted for examination a steamer under the American flag, apparently an innocent merchantman.

The steamer ostensibly prepared to lower a boat, but when the submarine had approached to within 300 yards the supposed merchantman suddenly opened concealed ports and began firing from two cannons, and also with rifles, the American flag flying the whole time.

Tried to Ram Boat

The survivors swam to an empty boat. The steamer, observing this, headed full speed for the boat to ram it, placing a lookout in the steamer's bow to facilitate accurate steering. The Germans at the last moment sprang from the boat and clung to the wreckage half an hour. The steamer finally picked them up.

The wounded Lieutenant Crompton and his comrade were left without the slightest medical attention in a small cage on the steamer's deck until her arrival at Falmouth the following day. It is declared, although the lieutenant had a double fracture of the jawbone, a broad wound across the nose and cheek, wounds in the left temple and on the finger and an eye shot out.

It was not until September 29 that the lieutenant was transferred to a shore hospital, clad at the time only in his underclothing. He was transferred on November 6 to the military prison in York Castle, where the wounded officer, whose wounds were still open and who was threatened with the loss of the other eye, was sent in mid-December to Dyffryn, Wales.

Refused to Transfer Victim

A British surgeon later proposed to transfer the wounded officer, as totally invalid, to Switzerland, and a Swiss commission of surgeons twice voted that he be thus sent, but the British surgeon general, it is declared, vetoed the plan and the officer was retained in England.

The Admiralty declares that this was evidently due to a guilty conscience on the part of the British, who wished to prevent the news from being made known. Lieutenant Crompton repeatedly attempted to send his report through the American Embassy in

London, it is asserted, but no report from him reached Germany.

An Admiralty officer recalled the newspaper reports of some time ago that the British government, having been forced by German retaliatory measures to abandon drastic treatment of captives from submarines, had given orders to take no submarine prisoners, but to send them to the bottom with their vessels. He declared that this case, with that of the Baralong, should be considered as furnishing all necessary proof that the unheeded story regarding the government order was true.

The submarine U-41 was commanded by Lieutenant Commander Hansen, accounted one of the bravest and best of German submarine officers.

U-Boats to Sink Neutrals
Landing Goods in Britain

London, Nov. 4.—A special dispatch from Amsterdam features a statement of the Berlin "Kreuz Zeitung" that Germany has decided to make the safety of neutral ships carrying neutral cargoes dependent upon guarantees that no part of such cargoes shall be landed, whether through British compulsion or not, at any British port.

Such guarantees, according to the "Kreuz Zeitung," can consist only in formal undertakings by Great Britain, and such an undertaking will be recognized by Germany only from case to case. This is taken to mean that in the event of any neutral cargo, or part thereof, being landed in England the German government immediately will cease to recognize the inviolability of neutral ships.

The Berlin paper implies that the case of the Dutch freighter Bloemerdijk, sunk by a German submarine off Nantucket on October 8, will be argued along these lines, and it will be contended that since the intermediate destination of the vessel was Kirkwall there was no guarantee that the whole cargo would reach Holland.

Lloyds announces that the Swedish motor vessel Frana, the Swedish steamer Gunhild and the Norwegian steamers Thor and Ivanhoe have been sunk. The Wilson liner Spero, 1,132 tons gross, also has been sunk, according to a dispatch from Hull to "The Daily Mail."

The Norwegian Steamer Tromp

which was reported last Thursday as having been sunk, has arrived in Barry Roads.

U-BOAT THOUGHT
LURE FOR ALLIES

The Deutschland's Captain
May Be Covering
Bremen's Landing

(From a Staff Correspondent of The Tribune.)

New London, Conn., Nov. 4.—Rumor to-night resurrects the submarine trader Bremen from the ocean grave to which Captain Paul Koenig of her sister ship, the Deutschland, by implication has consigned her. Belief is growing among American naval officers that the captain's readiness to admit the probable presence of a fighting U-boat off Nantucket was only part of a plan to centre attention of the Allied patrols on this section of the coast.

Several British war vessels, rushing under forced draught to hunt down the undersea fighter before she has had a chance to emulate the busy U-53, are reported in the vicinity. Their withdrawal from their blockading stations, it is pointed out, clears the way for the second merchant submarine to make a leisurely entry either into Chesapeake Bay or Boston Harbor.

Of the Bremen's fate nothing definite is known. She has been variously reported as captured by the enemy and lost at sea, Captain Koenig himself endorsing the latter theory and scoffing at the first. The possibility has been taken into consideration that there never was a Bremen, that the second of the sub-sea traders is no less a phantom than the Flying Dutchman. One of the Deutschland's crew in fact told American sailors at the submarine base up the Thames to-day that no Bremen ever was built.

Hinsch Denies Story

When this assertion was put up to Captain Hinsch, of the Eastern Forwarding Company, it was immediately and emphatically denied. Captain Koenig, said Hinsch, told nothing but the truth when he said the Bremen had sailed from Bremen considerably in advance of the Deutschland.

Koenig, it is recalled, seemed anxious when he talked to newspaper men to his way to Newport, passed within 100 feet of where the Deutschland lay, was lost. That she had not been captured he said was positive. But it was

admitted the submarine carried provisions for sixty days, and that the theory of a disaster was predicated only on her non-arrival.

Several incoming vessels have reported sighting a submarine, apparently loitering off the coast. Considering time and position, she could hardly have been either the Deutschland or a conveying U-boat.

Not only has Captain Koenig succeeded with his nicely calculated slips of speech in attracting Allied war vessels, but he has also stirred the United States navy to action. A flotilla of destroyers has been sent out from Newport and four submarines have vanished seaward from the local station. Captain Yates Stirling, commanding at the submarine base, makes the official announcement that the L-boats are off on a practice cruise to Block Island. But he admits that were a German submersible encountered the news would not unlikely reach Washington in short order.

Deutschland's Cargo Removed

While the United States destroyers and submarines were "practising" out where the U-boat is supposedly lying the pier of the Eastern Forwarding Company buzzed with activity. The last of the dyestuffs and chemicals were taken from the hold of the Deutschland and the negro stevedores imported from Baltimore set about removing her pigiron ballast. The cargo of crude rubber and nickel for the Krupp works was sufficient ballast for the return trip.

The activity wasn't all on the inside of the warehouses, though. Curious persons flocked to the pier in greater numbers than ever, and Nelson Smith, New London's one-man strong-arm squad, had the busiest day of his police career. It was a daring and determined crowd, distinguished for its skill with the jackknife. Dozens of peepholes were carved in the fence which hides the Deutschland from spies and others. Tired of boarding them up from the inside, employees of the Eastern Forwarding Company built an inner fence finally. After that the jackknives worked in vain.

Josephus Daniels, Secretary of the Navy, had been expected to stop in New London to-day, but he passed right on. Mr. Daniels stepped from the train for a short talk with Postmaster Bryan F. Mahan and A. T. Miner, president of the Chamber of Commerce.

The train carrying the Secretary to Providence, where he was to stop on his way to Newport, passed within 100 feet of where the Deutschland lay. Thus from a Pullman window he saw

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what the rest of the great American public is permitted to see—the fence, the floating screen, the Willehad and the encircling warehouses.

Captain Koenig paid an unofficial return visit to Mayor Rogers at noon and discussed plans for the dinner at which he and his officers are to be entertained Wednesday. It will not be a grapejuice banquet.

The crew of the Deutschland continues to enjoy unlimited shore leave. Two of the sailors, for whom an American sailor of German extraction interpreted, said they got no stated wages but were each to have a slice of the profits when they are computed.

It is expected the Deutschland will sail for home Friday—by daylight.

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Misses' and Small Women's Street and Dress Coats

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At prices totally disproportionate to their actual values.

Misses' Fur Trimmed Coats

Attractive loose ripple models of wool velour, in semi- and full-belted styles, featuring the newest convertible collars and pockets, some with large fur collars; many silk lined and warmly interlined; all the new Fall colors,

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Including reproductions of imported designs, loose ripple and belted effects; Bolivia cloth, wool velour or duvetyn; many have large cape and convertible collar of Hudson seal (dyed muskrat), seal plush and natural raccoon fur,

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40 ins. wide, in a beautiful assortment of rich Autumn shades; also black.

Formerly \$6.50 yard

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36 to 42 ins. wide; self and two tone effects, suitable for dresses and linings;

Formerly \$2.50 to 6.50

Imported Tinsel Brocades, \$6.95 and 9.50

31 to 40 ins. wide; on satin, taffeta and chiffon grounds; silver and gold figures;

Formerly \$12.50 to 19.50

Plain Colored Dress Silks - - - at \$1.95

40 ins. wide; Cote de Cheval, Moire Crepe, Plisse Crepon, Satin Crepe and Moire Taffeta

Formerly \$3.50 to 5.50

Crepe de Chine

40 inches wide; in evening and street shades, also white and black; formerly \$1.75 a yard,

at \$1.28

Crepe Georgette

40 inches wide; in all the light and dark shades of the season; formerly \$2.00 a yard,

at \$1.48

Black Satin Florence,

Imported; 40 inches wide; soft finish, high lustre; formerly \$3.50 a yard,

at \$2.35

Black Brocaded Silks

Imported; 40 inches wide; formerly \$5.50 to 7.50 yd,

at \$2.45

Women's Negligees

SPECIAL FOR MONDAY:

Attractive Negligees,

of crepe de Chine, in desirable colorings; swansdown trimming,

at \$8.75

Corduroy Robes,

in beautiful colorings; lined and unlined; some marabou trimmed,

\$2.95 to 9.75

Women's Untrimmed Hats

ARE being shown in the most desirable shapes and materials, together with Gaura, Aigrette effects and Flower Garnitures for hat trimmings and evening wear.

FOR MONDAY, ON THE MAIN FLOOR:

Black Lyons Velvet Hats

tricornes, turbans and sailors,

at \$1.95

Smart Feather Hats

marked extremely low,

at \$2.25 to 13.50

Women's Petticoats

SPECIAL FOR MONDAY:

All Jersey Models,

in very attractive colorings,

\$5.00 to 7.95

Smart Street Petticoats,

Jersey top and taffeta models, stripes and plain shades, also all jersey.

at \$3.95

Women's Smart Street, Motor and Dress Coats

At price advantages that are very exceptional for Monday and Tuesday.

Women's Street and Motor Coats

of Velour Cloth, with large fur collar and cuffs and wide banding at bottom,

Sold heretofore at \$55.00,

now \$35.00

Women's Fashionable Dressy Coats

of Chiffon Velvet, Velour or Bolivia Cloth, in the smart colorings and richly fur trimmed,

Sold heretofore at \$98.00,

now \$65.00

The Upholstery Section

HAS PREPARED THESE VERY DECIDED

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French Marie Antoinette

Lace Curtains

formerly \$7.75 to 12.75

\$5.90, 7.50 and 9.75 pair

Filet Lace Panels, - - - at \$9.75, 14.50 and 18.50

An excellent collection of Far-Eastern fabrics in small square and oblong pieces, very desirable for use in making Lamp Shades, Cushions, Scarfs, Table Mats and for Dress Trimmings, is shown in the Main Aisles of the Upholstery Section.

Novelty Irish Point and

Brussels Curtains

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Linen Double Damask Table Cloths

2x2 yards, \$4.95 2x3 yards, \$7.75 2 1/2x2 1/2 yds., \$7.50 2x2 1/2 yards, \$6.50 2 1/4x2 1/4 yds., \$6.50 2 1/2x3 yards, \$9.50

Napkins to match, doz., \$6.25, 7.50 and 8.75

Linen Satin Damask Luncheon and Dinner Sets,

Consisting of Table Cloth and 12 Napkins; superior grade; hemstitched, at \$8.75, 10.75 to 19.75

Linen Damask Tray and Carving Cloths at 35c 60c & 95c Madeira Luncheon Sets, 13 pieces, - at \$3.45, 4.95 & 7.50